

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings of claims in the application:

LISTING OF CLAIMS:

1-16. (canceled)

17. (new) A vehicle comprising:

at least three wheels;

a first frame part provided with at least two footboards;

a second frame part connected to the first frame part in such a way as to define an overall longitudinal direction and that the second frame part can tilt about a tilting axis extending in the longitudinal direction;

said second frame part comprising a control member and a driver's seat;

a tilting member connected to the first frame part and to the second frame part, in order to exert at least one of a tilting force and a moment of force upon the second frame part on the basis of a control signal;

a sensor being connected to the first frame part for at least one of i) measuring a force or a moment exerted by a driver upon a first frame part, and ii) to determine a position of the

rider relative to the footboard, said sensor connected to the tilting member and feeding the control signal to the tilting member; and

footrest members provided on the second frame part near a lower part of the control member, situated above a height of the footboards.

18. (new) A vehicle comprising:

at least three wheels;

a first frame part provided with at least two footboards;

a second frame part connected to the first frame part in such a way as to define an overall longitudinal direction and that the second frame part can tilt about a tilting axis extending in the longitudinal direction;

said second frame part comprising a control member and a driver's seat;

a tilting member connected to the first frame part and to the second frame part, in order to exert at least one of a tilting force and a moment of force upon the second frame part on the basis of a control signal; and

a sensor connected to the first frame part for measuring at least one of i) a force or moment exerted by a driver upon the first frame part and ii) to determine a position of the rider relative to the footboard, said sensor connected to

the tilting member and feeding the control signal to the tilting member;

wherein, in use, the tilting member exerts a force upon the second frame part that is directed towards a first side of the vehicle, which first side lies opposite the side of the vehicle on which the footboard on the first frame part on which a pushing force is exerted by the rider is situated.

19. (new) The vehicle as claimed in claim 18, wherein the tilting member exerts a force upon the second frame part that is opposed in direction to a force exerted by external circumstances upon the second frame part.

20. (new) The vehicle as claimed in claim 18, wherein the tilting member exerts little or no force in the direction opposite to the direction of external force or the pushing force.

21. (new) The vehicle as claimed in claim 19, wherein the tilting member exerts little or no force in the direction opposite to the direction of external force or the pushing force.

22. (new) A vehicle comprising:
at least three wheels;
a first frame part that is provided with at least two footboards;

a second frame part that is connected to the first frame part in such a way as to define an overall longitudinal direction and that the second frame part can tilt about a tilting axis extending in the longitudinal direction;

said second frame part comprising a control member and a driver's seat;

a tilting member connected to the first frame part and to the second frame part, in order to exert at least one of i) a tilting force and ii) a moment of force upon the second frame part on the basis of a control signal; and

a sensor connected to the first frame part for at least one of i) measuring a force or moment exerted by a driver upon a first frame part and ii) to determine a position of the rider relative to the footboard, said sensor connected to the tilting member and feeding the control signal to the tilting member,

wherein the footboards are each provided with a relatively narrow raised edge against which a rider can rest his foot in a lateral direction.

23. (new) The vehicle according to claim 17, wherein the first frame part is provided with at least two wheels.

24. (new) The vehicle according to claim 18, wherein the first frame part is provided with at least two wheels.

25. (new) The vehicle according to claim 22, wherein the first frame part is provided with at least two wheels.

26. (new) The vehicle as claimed in claim 17, wherein a part of the first frame part, the footrest positions (14, 15) of the first frame part (2), is situated at a virtually fixed distance of the wheels of the vehicle from a carriageway.

27. (new) The vehicle as claimed in claim 18, wherein a part of the first frame part, the footrest positions (14, 15) of the first frame part (2), is situated at a virtually fixed distance of the wheels of the vehicle from a carriageway.

28. (new) The vehicle as claimed in claim 22, wherein a part of the first frame part, the footrest positions (14, 15) of the first frame part (2), is situated at a virtually fixed distance of the wheels of the vehicle from a carriageway.

29. (new) The tilting vehicle (1) as claimed in claim 17, wherein the tilting element (8) generates a tilting force that is directed in an opposite direction to a tilting caused by a driver.

30. (new) The tilting vehicle (1) as claimed in claim 18, wherein the tilting element (8) generates a tilting force

that is directed in an opposite direction to a tilting caused by a driver.

31. (new) The tilting vehicle (1) as claimed in claim 22, wherein the tilting element (8) generates a tilting force that is directed in an opposite direction to a tilting caused by a driver.

32. (new) The tilting vehicle (1) as claimed in claim 17, wherein the control signal blocks the tilting element (8) when a predetermined tilted position has been reached by the second frame part (3).

33. (new) The tilting vehicle (1) as claimed in claim 18, wherein the control signal blocks the tilting element (8) when a predetermined tilted position has been reached by the second frame part (3).

34. (new) The tilting vehicle (1) as claimed in claim 17, wherein a tilting of the second frame part (3) from a tilted position to an upright position can take place with little resistance from the tilting element (8).

35. (new) The tilting vehicle (1) as claimed in claim 17, wherein a blocking mechanism is present for locking of the

second frame part in one of i) a tilted position and ii) an upright position in a stationary vehicle, and with a drive-off blocking mechanism so that the vehicle cannot be driven off if the blocking mechanism is blocking the second frame part.

36. (new) The vehicle as claimed in claim 35, wherein the drive-off blocking comprises a brake.